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Special Features This Issue
Boats '99 Show in England
WoodenBoat Show '99 in Maryland

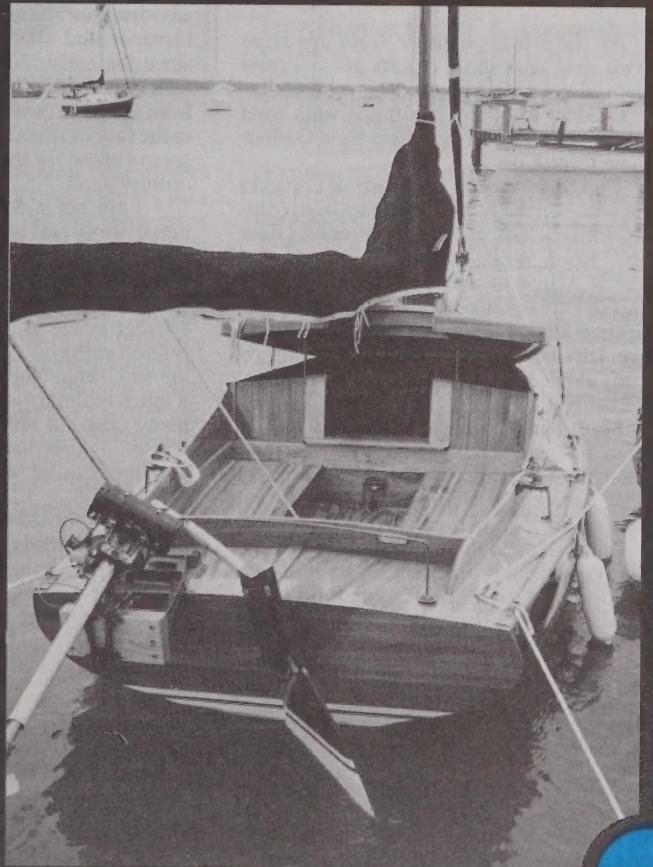
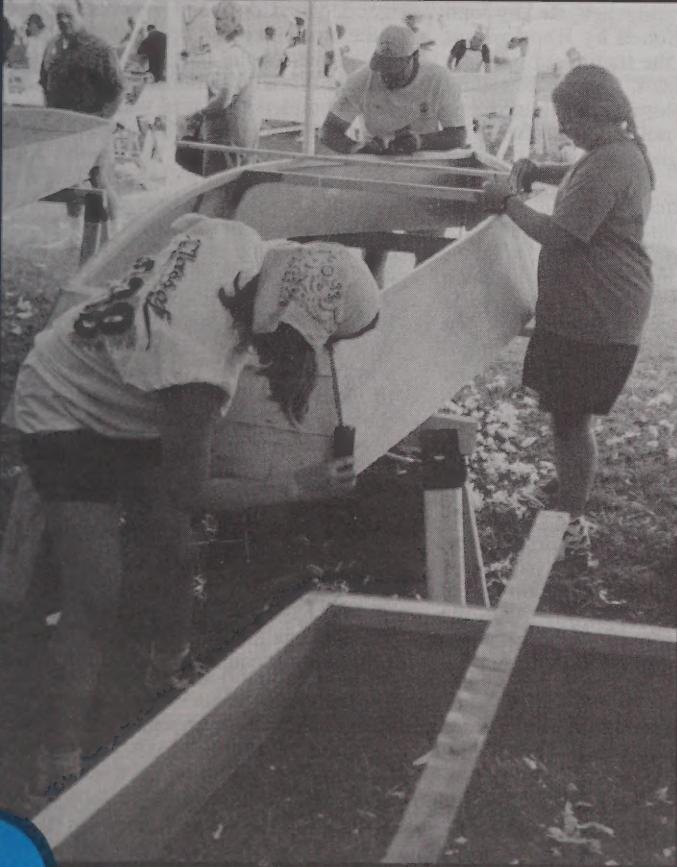
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messing about in BOATS

Volume 17 - Number 8

September 1, 1999

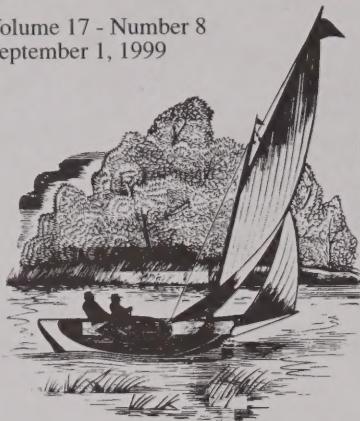


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In Our Next Issue...

All the articles bumped from this issue by two long boat show reports get a second chance, along with a few first time choices.

Gardner Congdon reports on what went on at the "Northeast Tribal Skin Boat Gathering" on Cape Cod.

Tom Shaw enjoys a powerboat cruise in "Powering Up the ICW"; Tom McGrath reappears with his look at "The No-Problem Boat Club"; Robb White reveals "Little Known Hazards Afloat in a Boat"; Dick Winslow brings us Part 1 of his chronicle of north country canoe adventure in "Bonaventure"; and Steve Turi begins an ongoing series of vignettes about his "Adventures of a New Jersey Boat Nut".

Mark King concludes his series on Canadian historic restorations with "Mist of Avalon"; the Atlantic Challenge Foundation and the James B. Richardson Museum reveal what they're up to in preservation in "Preservation Notes"; and the future of access to the Maine coast islands is discussed by those affected the most in "MITA's Future Prospects".

Mark Steele continues his model boat commentary from down under in "Wind and Dreams"; Richard Carsen weighs in with Part 2 of "My Own Dreamboat" in his "Dreamboats" series; and Phil Bolger presents one of his earlieir innovative designs in "Pushmipullyou".

Sam Overman offers another low budget project for us in "Build a Kayak Dolly"; and Bill Perkins discusses modern technology navigation methods in "GPS Experiences".

Commentary...

Bob Hicks, Editor



Early on at the WoodenBoat Show '99 a casual remark from someone deeply embedded in the wooden boat culture, suggested that just about all the new wooden boats to be seen at the show seemed to be of traditional design, perhaps, but built with plywood and glue. This set me off on a mission, to see if I could find amongst the many boats on display some that were traditionally built. Surely there would be some in this show dedicated to wooden boats, sponsored by the bible of the genre, *WoodenBoat* magazine.

My search was for new boats built today by professional builders for sale to wooden boat enthusiasts. My report on the show in this issue, carries the thread of my search as I comment on certain boats I at first thought surely were traditionally built, only to learn that they were not.

Far and away the majority were small boats built in today's way, glued together plywood sheets or planks, or woodstrips. Mahogany or cedar planking on oak frames, lapstrake or carvel planked, bronze or copper fastened, hardly a one. What seemed to me to always have been an important aspect of the wooden boat resurrection instigated by John Gardner and championed by *WoodenBoat* since the early '70s, the traditional building materials and techniques, seem to be fading from the small professional boatbuilding scene in the face of realities not apparent when hope sprang anew for the good old ways a quarter century ago.

I am not a dogmatic adherent to traditional ways and materials, my first encounters with small boats were heavily slanted towards the charms of building and using such boats, but over time I drifted away towards a broader guage affection for small boats that offered satisfying experiences both in building and using. Not being a craftsman, I found it much easier to use plywood and glue. So do many others it appears, and the boats being offered by professional builders are included and seem to be well received by potential owners.

They should be for they are very nicely built and typically of traditional designs recognized for useful and enjoyable characteristics afloat. The glue and plywood don't seem to be a problem in acceptability when the craftsmanship and the quality of materials is high. Just because these small boats are not

traditionally built does not make them cheap copies. They are, many of them, in and of themselves quite distinctive and attractive small craft.

It's been about 25 years now since I first fell under the spell of a Swampscott dory. This doesn't seem a long time to me but it is a long enough time for circumstances to have changed, and several developments have seriously impacted on the traditional small boat building scene in just this short quarter century.

Cost is one. Labor intensive traditional building, at the much higher wage scales required for the builder to support himself and his family today, and the much higher cost of ever harder to find good natural wood, have driven traditionally built small boat prices beyond affordable levels for all but the well to do.

Utility is another. As access to the water grows increasingly difficult, most small boats have to be kept on trailers, spending but a small part of their time in the water. The boats never get to swell up and stop leaking. So sealed up seams become necessary. Glued seams. Plywood, glued up wood veneers, lends itself quite nicely to glued up construction.

Time, or the lack thereof, impacts adversely on the traditional ways. The professional builders are faced with the necessarily high cost of their labor having to be absorbed in the asking price for their work. Amateur builders seeking to build their own boats in limited discretionary time cannot abide the lengthy process of mastering and applying traditional building methods.

The erosion of reliance on traditional ways of building traditional boats has been recognized on the pages of *WoodenBoat* itself, where the long ago fires of preserving the old ways have now been banked by the onslaught of today's restraints. Increasingly articles in the magazine reflect the acceptance of glues, plywood, veneers, composites of materials in which only the "fiber" is still wood.

So my search for a traditionally built boat at the WoodenBoat Show of 1999 was doomed to not quite complete failure. Yes, I did find a couple, but just about all the new wooden boats were new construction of old designs using modern techniques and materials. I don't mind myself, but the old order does seem to be changing once again, yielding place to new.

On the Cover...

Scenes from the WoodenBoat Show '99: The launching of the family built boat fleet Sunday at noon; one family hard at it boatbuilding under time pressure; a lovely small weekender sailboat. Many, many more photos featured in this issue.



Small Boat SAFETY



Tom Shaw

Thoughts on Towing

If we mess about in small boats long enough, the odds are pretty good that we will either need a tow or be asked to give a fellow boater a tow. This can present some problems, and some very real dangers. Recreational boats like yours and mine are simply not designed for towing, nor are they really designed to be towed. I was reminded about this today as I attended the annual mandatory "Operations Workshop" for all Auxiliaries involved in on-water activity. We spend a considerable amount of training time on towing operations, and we must complete a towing exercise every year (every fifth year under the critical eye of a Qualified Examiner).

These thoughts come to mind.

You almost certainly do not carry a towline on your boat. Since nylon is best for tow-

ing because of its stretch, and since odds are that your anchor line is nylon, plan to use that. Be aware that the "stretch" in nylon is both good and bad. It is good because it will ease the shocks on both vessels caused by wave action and the wakes of inconsiderate boaters.

It is bad because, should a cleat pull out (and in all too many production boats the cleats are simply screwed into the fiberglass and not through-bolted with a backing plate), the stretch in the nylon can act like a slingshot and hurl a cleat right at you. There are several things you can do to mitigate this danger.

First, attach your end of the towline to not one but two stern cleats, port and starboard with a bridle two-and-a-half times the width of your boat. Still better, if your vessel has trailer tie-down rings in the transom, attach your bridle

to these. They are almost certainly stronger than your cleats. If the vessel you are towing has a bow ring in the stem, hook the towline to it rather than to a bow cleat. Again, it is probably the stronger fitting. Use a bowline with a large loop so you can easily disconnect.

Make everyone in both vessels puts on a PFD. Towing provides propulsion to the bow rather than to the stern (power boat) or somewhere close to amidship (sail), and that creates instability. Have those on the towed vessel sit aft to raise the bow. If you tow an outboard, you may want to have the motor down to provide better tracking.

If the two boats do not have radios, arrange some simple hand signals, slow, stop, port, starboard. Have a crew member keep a constant watch on the vessel being towed. He can also warn you of boaters who are passing and creating a wake that will put major strain on towline and fittings.

If there is any kind of a chop, adjust the length of the towline so both boats hit wave crests and troughs at the same time, again to reduce strain.

And this above all, tow slowly, always below the hull speed of the towed vessel. It may take you a little longer to take the distressed boat to a safe mooring, but everyone will arrive in good shape.

The original Good Samaritan moved at the walking speed of his donkey. That's not a bad measurement.

"The Old Ed Stories"

By Eric P. Russell



Some Things Never Change

It's time to let off a little steam. This is July 4th evening, right after the fireworks in the East River, and we are in the middle of a heat wave. Some of us at Floating the Apple rowed the mile from Pier 40, where our shop is, to Pier 63 at 23rd Street for a festival sponsored by the new Hudson River Parks Coalition. When we got there, we found that someone in the New York Fire Department had decided that the event needed a permit from a department that had no jurisdiction over the site.

As this ukase was issued on the afternoon of July 2, it was not possible to even contact the agency in question. The pier was ordered closed until further notice. It turned what could have been a significant event into the opening gun of the latest round of an ongoing battle. The battle is over who has access to the waters in and around New York City.

As mentioned in a previous column, about 10 years ago we banded together to stop the city from stopping us from living aboard or even staying aboard overnight. Even this was not the opening salvo. There was an earlier effort to kick the liveaboards out of the 79th Street Marina as a means of "urban renewal." The marina was supposed to be

dredged and the non-residential boat owners invited back after it was all over. I am not sure that it has been dredged yet, 20 years later. Seems to be something about permission from the Corps of Engineers.

As we were rowing up and back, we took a look at the ex-Coast Guard cutter *Tamaroa*. She looks pretty down at the heels. When the government let her go, she was supposed to be preserved. Unfortunately, her situation is quite typical of many of the former government vessels taken over by NGOs. They don't have the money to take care of the assets they take on. It takes a hell of a lot of money to take care of a 200' vessel, or even a 30' vessel.

As you know, boats are not cheap and the cost of proper maintenance is even higher. If poorly maintained, they get very expensive very rapidly. Part of the problem is that there are an awful lot of these vessels out there. Maintaining 100 vessels is a lot more expensive than taking care of five or ten. Taking really good care of them is very costly. When it is time to haul the carrier *Enterprise*, there are only a few places in the country that can accommodate her. Even though she gets regular maintenance, her bottom will have to be looked at sooner or later.

The government does not have the money. Look at San Francisco. Look at some of the

National Parks that used to have maritime youth programs. It would make more sense to take the vessels that cannot be maintained and allow them to go with dignity. Many of them are historic vessels. Some are in fair shape. A balancing formula has to be reached between these factors. It is demoralizing to see these vessels lose their dignity rotting at the pier. They have earned better from us. If a vessel cannot be reasonably saved, she should be sunk with respect.

On a more pleasing note, *Young America* was also on the river. She was first built as a ferrocement hull in the '70s. Her people could not take care of her and she was sold to a group in Atlantic City. She ran charters as a brigantine out of Atlantic Basin for several years. By the late '80s she was downrigged and semi-dereelict at her pier.

When *Clearwater*'s people were looking for a second vessel for the spring and fall programs, we were able to get *Young America* considered for that function. Nothing came of it. A few years ago, when I had a chance to stop in Atlantic Basin, she was no longer there. She had been sold and taken north to Maine to be refitted. When designed, an alternate schooner rig had been drawn up. She's now back in the charter trade with that schooner rig and looking good. I had no chance to talk with the captain to get all the news about her.

Mystic Whaler is another rescue. John and Marelda Eginton bought her off the mud in Connecticut and brought her back. As one who has spent time aboard, I can testify that both these boats demonstrate that not all rebuilds have to fail. Some can be quite successful. It is very important to start with a sound structure when you start though, or you could find yourself replacing almost the entire vessel.

ANTIQUE & CLASSIC BOATING

Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (978) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Adirondack Guideboat Inc., Box 144, Charlotte, VT 05445. (802) 425-3926.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663, (410) 745-2916.
CT River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.

North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.

Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.

Philadelphia Wooden Boat Factory, 2045 W. Moyamensing Ave., Philadelphia, PA 19145. (215) 755-2400. <pwbf@libertynet.org>

RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.

San Francisco Maritime National Historical Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.

Schooner Sultana Shipyard Shipbuilding School, Box 524, Chestertown, MD 21620. (410) 778-6461.

South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.

Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

Wooden Boat Workshop of Door County, 4865 Court Rd., Egg Harbor, WI 54209. (920) 868-3955.

CONTEMPORARY YACHTING

Amateur Yacht Research Society (AYRS), c/o Frank Bailey, 415 Shady Dr., Grove City, PA 16127.
Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442. (954) 725-0640.

Activities & Events Organizers '99...

A new year is now here and we'll soon begin to dream about our opportunities for messing about in boats (in winterland areas anyway) when the on-the-water season gets underway in a few short months.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

MARITIME EDUCATION

Duxbury Bay Maritime School, P.O. Box 263, Snug Harbor Sta., Duxbury, MA 02331. (781) 934-7555.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.
Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Ctrn., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.

Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Calvert Marine Museum, P.O. Box 987, Solomons, MD 20688. (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930. (978) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401. (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636. (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.

Custom House Maritime Museum, 25 Water St., Newburyport, MA 01950. (978) 462-8681.

Delaware Bay Schooner Project (Schooner A.J. Meerwald), 2800 High St. (Bivalve), Port Norris, NJ 08349. (609) 785-2060, <AJMeerwald@juno.com>

Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202. (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (978) 768-7541.

Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.

Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045. (781) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd., Philadelphia, PA 19106-1415. (215) 925-5439.

Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.

Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966. (978) 281-6336.

Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.

Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.

Maine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada. (416) 392-1765.

Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.

Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720. (508) 674-3533.

Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (757) 596-2222.

Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Maritime & Yachting Museum, P.O. Box 1448, Treasure Coast Mall, U.S. Rt. 1 @ Jensen Beach Blvd., Stuart, FL 34995.

Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.

Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.

New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.

Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (978) 745-9500.

Plimoth Plantation, Plymouth, MA. (508) 746-1662.

James B. Richardson Maritime Museum, 401 High St., Cambridge, MD 21613.

San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.

South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.

Strawberry Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.

Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (732) 349-9209.

United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.

USS Constitution Museum, Box 1812, Boston, MA 02129, (617) 426-1812.

Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.

Wisconsin Lake Schooner, 500 N. Harbor Dr., Milwaukee, WI 53201.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.

Downeast Ship Modelers' Guild, c/o Roy Wheeler, 295 Washington St., Bath, ME 04530. (207) 442-0097.

Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.

North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.

Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.

U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (781) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, 2210 Finland Rd., Green Lane, PA 18054. (215) 453-9084.

Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.

Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (757) 463-6895.

New England Beetle Cat Boat Assoc., c/o Wills Pile, 476 Wayland Ave., Providence, RI 02906. (401) 455-3430.

San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142, email: <jgosse@juno.com>

Sparkman & Stevens Association, NE Area, 54 Chauncy Creek Rd., Kittery Point, ME 03905.

West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.

Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.

Hulbert Outdoor Center, RR1 Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.

Kahakai Outrigger Canoe Club, P.O. Box 134, Seal Beach, CA 90740.

Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.

New England Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.

New England Downriver Championship Series. (203) 871-8362.

Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.

Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.

Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.

Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

Wooden Canoe Heritage Association, c/o Julie McCrum, 1075 Winchester Ln., Aiken, SC 29803-9667, (803) 643-3800.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.

Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.

Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (978) 283-4695.

Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343.

Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Lowell's Boatshop 495 Main St., Amesbury, MA 01913. (978) 388-0162

Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.

Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.

New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.

Piscataqua Rowing Club, Prescott Park, Portsmouth, NH, c/o Mike Gowell, (207) 439-0886, or Jeff Taylor, (603) 228-4614.

Ring's Island Rowing Club, c/o Alice Twombly, 91 Seven Star Rd., Groveland, MA 01834, (978) 373-7816.

Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

Whaling City Rowing Club, c/o Lucy Iannotti, 57 Arnold St., New Bedford, MA 02740, (508) 993-8537, email: <kiresilk@msn.com>

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (781) 282-4580.

United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.

Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.

Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.

Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.

West Coast Trailer Sailing Squadron, c/o Ron Hoddinott, 12492 104th Ave. N., Largo, FL 33778, (727) 391-7927.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.

New England Steamship Foundation, 63 Union St., New Bedford, MA 02740. (508) 999-1925.

New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.

Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.

Steamship Historical Soc. of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.

Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.

Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.

Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.

Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.

Patuxent Small Craft Guild, c/o Calvert Marine Museum, P.O. Box 97, Solomons, MD 20688. (410) 326-2042.

Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.

Puget Sound TSCA, c/o Larry Feeney, 59 Strawberry Pt., Bellingham, WA 98226. (360) 733-4461, email: <larry@cedarcroft-press.com>

Sacramento TSCA, c/o Richard Ratcliff, 819 Columbia Dr., Sacramento, CA 95864. (916) 481-7642.

South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft Association, c/o Custom House Museum, 25 Water St. Newburyport, MA 01950, www: http://www.tscamuseum.net/.

Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.

Traditional Small Craft Club, P.O. Box 87, N. Billerica, MA 01862. (978) 663-3103.

Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.

TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.

Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.

Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820. (781) 272-9658.

Great Lakes Wooden Sailboat Soc., 31538 Center Ridge Rd., Westlake, OH 44145. (216) 871-8194.

S.S. Crocker Association, 8 Lane's End, Ipswich, MA 01938. (978) 356-3065.

Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.

World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841. (207) 596-6456.

North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.

Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.

Great Lakes Wooden Sailboat Soc., 31538 Center Ridge Rd., Westlake, OH 44145. (216) 871-8194.

Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (781) 925-5433.

Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.

Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.

The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,500+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.

You write to us about...

Activities & Events...

Delaware River Messabout

The Delaware River chapter of the TSCA is holding our annual small craft meet and messabout on September 11th, for the second year in a row at the Union Sailing Club in Millville, NJ on Union Lake, the largest lake in south Jersey. Along with great small boat sailing and paddling opportunities, Lake Union features great wildlife viewing opportunities, including bald eagle and osprey nests, river otters and migratory waterfowl.

In 1998 we attracted over 35 boats of all kinds and had lots of fun. Contact this writer for more information.

Tom Shephard, (609) 691-4053,
<Sshep42556@aol.com>

Third Annual Newfound Rendezvous, September 17, 18, & 19

This is a gathering of canoe, kayak, and rowboat enthusiasts sponsored by The Newfound Woodworks, Inc. Most of those attending have built strippers and will have them there; others will be there to learn about the building process, see the boats in action, research their next project, and possibly try out a strip-built canoe or kayak.

Bring your stripper! Last year we filled the Clearwater Campground with more than 300 people and 110 boats. To allow the event to grow we have moved to Lake Winnipesaukee at the Geneva Point Conference Center on Moultonboro Neck in the town of Moultonboro, New Hampshire. We hope most attendees will stay with us right where we can enjoy the boats, get involved in demonstrations and eat together either in the dining center or at an outdoor barbecue. There is a choice of camping, bunk cabins, or Inn rooms. The facility also has buildings where we can continue the demonstrations and most activities in the case of inclement weather.

We are currently arranging our event schedule, but in the past we have had paddle making, solo canoe demonstrations, kayak rolling/safety, boating safety, canoe rescue techniques, and kids' paddle painting. This year there will be more demonstrations and more things to do and see. We hope to have several paddle makers, steam bending, fiberglassing, and stripbuilding demonstrations.

Contact Melanie or Michael by: e-mail <rendez@newfound.com>, telephone (603) 744-6872, or snail mail The Newfound Woodworks, Inc. 67 Danforth Brook Rd, Bristol, NH 03222. We will send you the Rendezvous Info Package. Website <http://www.newfound.com>

Newfound Woodworks, Bristol, NH

17th Annual Mid Atlantic Small Craft Festival

In October, 1998 over 300 enthusiastic small boat folks brought over 140 of their boats to our 16th Annual Mid-Atlantic Small Craft Festival at the Chesapeake Bay Maritime Museum in St. Michaels, MD. This year's three day festival is on for October 1-3, and there'll be workshops, food, music and races for all

who come. This is a completely non-commercial gathering, the largest small boat messabout on the east coast, promoting the traditions, use and enjoyment of all types of small craft for all ages. Call the museum at (410) 745-2916 for further information.

John Ford, Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-063

Experiences...

Trailer Boating Our Peep Hen

We own a 14' Peep Hen and love it! We trailer it from our home in the North Carolina mountains to Florida; Pensacola, Panama City, Clearwater, the Keys, St. Augustine. We're four hours from Charleston, South Carolina, which we consider our home port, we spend about five long weekends each summer there, with side trips to Beaufort and Hilton Head. A few years ago we took a trip from Norfolk, Virginia through the Dismal Swamp Canal to Elizabeth City, another great trip. If it ain't salt, it ain't water!

We love *MAIB*, best since *Small Boat Journal*. Recently we enjoyed particularly Charlie Matthews' "From the Log of *Therapy*" series on cruising Florida's St. Johns River. Our kind of micro cruising.

We hope everyone enjoys their boat as much as we do ours.

Bob Nelsen, Etowah, NC

Golden Era

I am a true "messer", I own 20 plus old boats, all small and mostly ancient. Someday I think I'll write about that golden era of the late '40s and early '50s when we could buy war surplus whaleboats for practically nothing. I bought an old Race Point surfboat, converted it to a cabin inboard, then to a sloop, then yawl, then finally to outboard power. I sold her three years ago.

George Palfrey, Duxbury, MA

Needs...

Looking to Learn About *Lillian*

I recently acquired a watercolor painting of a motorsailer named *Lillian*, which appears to be about 26'-28' LOA. Judging by the frame, the picture is from the 1910-1925 period. Would anyone know anything about this boat?

Vi Beaudreau, 7 Peppercorn Ln., E. Granby, CT 06026, <vbeaudreau@thehartford.com>

Lightfoot Info Hard To Find

I haven't heard about the boat Lightfoot since demise of *Small Boat Journal*. I think the designer went on to bigger and better things, like the Island Packets.

The Lightfoot is an interesting boat, it has two masts and three places to put them, an inside tiller, a motor well behind it and an inside rudder behind that. So how does the tiller

steer the rudder? With cables, much as the old outboards were steered with wheels.

It's hard to find information about the Lightfoot now, does anyone have anything to add?

Tom Arnold, P.O. Box 10146, San Antonio, TX 78210

How About a Bay State Pre-Bilt Boat Kit?

For a couple of years I have been looking for a little wooden skiff to buy or build to run my antique outboards on. I have about 25, from a 1.4hp Neptune to a 10hp Chris Craft Commander.

Recently I located a Bay State Pre-Bilt kit, a 12' car carry model. Evidently this kit was bought in the '50s and put up in the attic of a garage in Illinois where recently someone found it.

Any information any readers may have about this kit, its origins, and also building suggestions would be appreciated.

HJ Champagney, 216 Northshore Dr., Greenback TN 37742, <H2CHAMPS@aol.com>

Opinions...

Are Small Slow Boats Really the Safety Problem?

Captain Ben Grudinskas' letter in the July 1st issue reads to me like an indictment of sail and oar-powered craft, implying that boating safety on our waterways has become a problem because of the decision of a segment of the boating public to pursue their recreation in small, slow, lightweight craft with no "official rights" (not mentioned in *Col Regs*) to be there.

In his letter he makes the claim: "I've never knowingly caused grievance to a smaller craft." Of course not, and neither has any other power boater. The discourtesy which characterizes the behavior of many motorboat operators precludes them from ever knowing the offense they cause, not only to smaller craft, but also a larger slice of the observant population.

Whether it be the noxious fumes which they are subjecting us all to, or their wakes which disrupt traffic and wear inexorably away at the shorelines of our estuaries scattering the little wildlife remaining, or the oily residues which they leave in their wakes, or the bone shattering drone of engines so absurdly huge as to be offensive to civilization at large, these people are causing grievous offense to many people on and off the water simply by their very existence. But the matter at hand is not as I have outlined above, however legitimate an issue that is, but one of behavior, or so the Captain proposes.

His thesis, if read carefully, hinges upon one observation that many sailboats fail to display a day signal when under power. There is a saying, "When all else fails, fall back on technicalities." While this behavior may constitute a technical lapse on the part of sailors which should be addressed, the boater who cannot distinguish a sailboat under sail, rather than under auxiliary power is in need of education himself.

Why should a sailboat moving slowly under auxiliary power and failing to display the proper day signal be punished by the motorboating population's unsettling wakes

and close quarters antics? Perhaps these scofflaw sailors might pay more attention to the law if that same law would establish its presence by slapping thoughtless, discourteous motorboaters with charges of reckless endangerment.

The Captain also mentions the fact that kayaks, rowboats and such are not mentioned in the *Col Regs* other than reference to lights, suggesting to him that "it would appear that their only rights tacitly exist from the practice of good seamanship by others and the self serving legal repercussions placed on all other boats". In the Constitution he will find that the waterways within this nation's international boundaries are public domain and every person has the right to operate a vessel thereon so long as it and its operator are doing so within the law. That law, as I know it, definitely does not proscribe the use of kayaks and rowboats.

Captain Grudinskas might have added some weight to his viewpoint if he had presented a few recorded incidents wherein a kayak or rowboat caused harm to a speeding power craft. I'm unable to recall any time when my safety was threatened by a kayak. Perhaps my memory was adversely affected by the my recent experience at the hands of a motor boater who chose to cross my stern 15 yards away at twenty knots.

Our local waterways have become dangerous nightmares, not as result of kayaks and sculls and rowboats, as Captain Grudinskas would like to suggest. They have been ruined by the power boaters. Because of them, people such as myself and many others I know who would be otherwise perfectly happy gunkholing on the numerous small creeks, rivers and bays which comprise the east coast of the United States, have been driven away by the fear of death itself at the hands of go-fast speed-freaks, who (in the assessment of Captain Grudinskas) actually feel endangered by the presence of small, lightweight boats moving at slow speeds.

Brian Salzano, East Patchogue, NY

Style, Humor & Compassion

In his article "Interruption" in the June 1st issue, Brian Salzano laments the invasion of a quiet beach by a powerboat with a noisy running generator, asking, "Am I simply an abject misfit lost in a world of noise and fume, a prozac candidate?" Don't despair, Brian! You're just outnumbered, not alone. Though purists are always a tiny minority, they control the ethical high ground and therefore must behave with style, humor, and compassion. Your firm word to the noisy guy is all that could be done.

Down here in the Big Bend of Florida, there are miles and miles of nearly deserted, publicly-owned beaches and estuaries, excellent for camping (in the winter, anyway) and exploring with boats such as your Sea Pearl. They are rich in wildlife and solitude, and less developed than other areas because of the marshy land and shallow, brown water. Our nemesis is the airboat. Their fantastic, unmuffled racket can be heard even out of sight beyond the horizon. I have witnessed one of them buzz an old gentleman fishing in a canoe, blasting him with prop-wash. Style, humor and compassion are hard to come up with sometimes...

Walt Donaldson, Tallahassee, FL

Useful Information...

Right of Way

Re Cap. Ben Grudinskas' letter in the July 1 issue: I should have said, "vessels under sail ALONE have the right of way". If a vessel is using any power (inboard, outboard, dinghy astern, etc) she is a POWER vessel even if sails are flying, and is subject to all the nav rules that apply to motorized vessels. She should, of course, display the appropriate day shape, a cone, apex down, but few in the ICW do. At night she displays the lights for a power driven vessel.

A free copy of *Federal Requirements For Recreational Boats* which describes these signals and much more is available from any Coast Guard Station or Auxiliary Unit.

Tom Shaw, Wilmington, NC

About Our "Enhanced Kits"

Our Shoestring Shipyard kits are simply a set of plans, a book on how to build the boat, and pre-cut marine fir plywood panels. The kit purchaser has to supply his own dimensional lumber for frames, thwarts, rails, etc., plus his own fasteners, glue and paint.

The "enhanced kit" that was used at our clinic reported on in the July 15th issue was a regular kit, plus all of the screws, goop (3m-S200 in this case), and parts cut from dimensional lumber required to completely build and launch the dinghy. This enhanced version of the Bootstrap Dinghy kit is not offered for sale to the general public, it's only used for our free dinghy building clinics. We used to offer the kit complete (as our "enhanced" version) but discovered that we were able to sell many more basic kits, and only a small number of complete kits. Therefore, we only offer the basic kit.

We're very careful to point out (and make clear) the difference between the two kits when we hold the clinic. I never wish to have a customer feel that they were "taken". The reason we have to use our enhanced version during our clinic is because we would not otherwise be able to assemble the boat due to the nature of its design and construction method.

Paul Bennett, Shoestring Shipyard, P.O. Box 117, Sagamore Beach, MA 02562

Looking Ahead

I have had my present boat, an 18' center console outboard, for nearly six years and it has taken me this long to solve a design problem that has been an irritation for all that time.

The problem was one of clear vision ahead. The boat came equipped with a tinted windscreens, the top of which was exactly at eye level when the boat was on a plane so to get a good view of what was ahead it was necessary to stand at the wheel, which I did for all that time. This year, however, a back problem made standing for a long time uncomfortable. I tried a cushion to no avail. Not only did it not raise me quite high enough but from time to time, when I did stand, the wind caught it and took it overboard. While this gave a good opportunity for a man overboard drill, it was a nuisance.

Efforts to alter the pedestal holding the helm seat did not work out well so, at last, I went to a canvas shop and had them make a 4" cushion with straps to hold it firmly in place

For a \$30 investment I now have comfort and a clear view ahead, whatever the angle of the bow. The one question I cannot answer is, "Why did it take me so long to do the obvious?"

There is a moral to this story. The fact is that boat designers sometimes are so interested in the sleek looks of a vessel that they ignore safety. As helmsmen, we need two things, comfort for long hours on the water and clear vision. *Chota Peg IV* now has both, but it took me a long time to give them to her.

Tom Shaw, Wilmington, NC

Hey, Robb...

Due no doubt to some unfortunate alignment of the planets (or a mix-up in the editorial department) a mention of Dabbler Sails appears over a photo in the July 1st issue on page 30 of one of your lovely skiffs wearing, I think, something like a rump-sprung sprits' 1. You will remember that the sail I recently supplied was a full-batten lugs' 1.

I enclose a photo of the said lugs' 1, in it's former life as an outlawed racing Nutshell sail, as a possible correction.

Do not fret that the mis-alliance of that sail with the proud name of our family firm could interfere with our own happy association. It is only that, as a member of Local 261, Threadworkers Int'l, I must try to uphold our company's reputation for high standards. Our union motto may be, "We Sew for Dough", but our bylaws remind us that "We Crave Credit for Craftsmanship".

Stu Hopkins, Dabbler Sails, P.O. Box 235, Wicomico Church, VA 22579

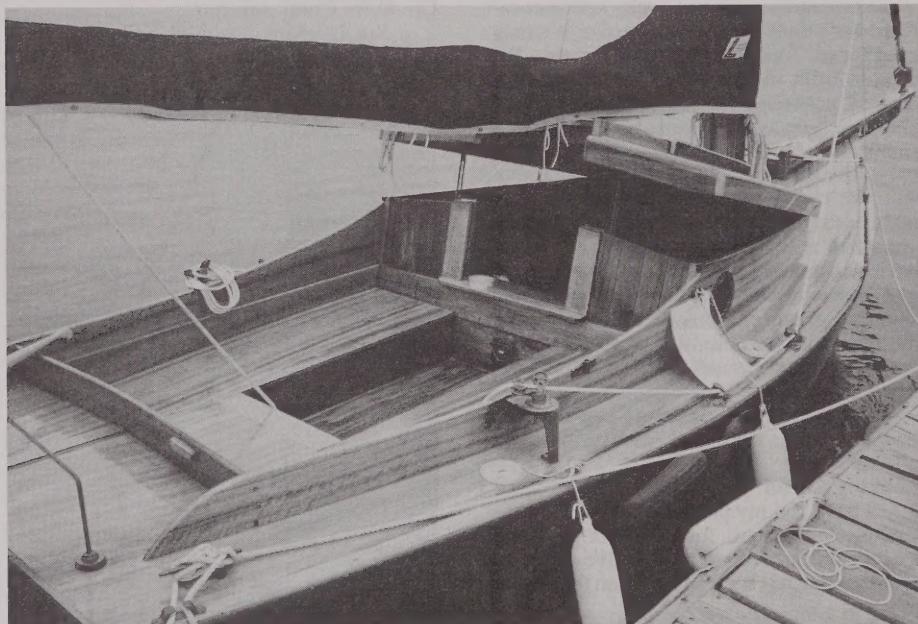




WOODENBOAT MAGAZINE'S 1999 WOODENBOAT SHOW

The show for wooden boat owners, builders and designers

By Bob Hicks



Three hot, humid, sunny days at the Chesapeake Bay Maritime Museum greeted exhibitors and several thousand wooden boat enthusiasts who came to look and talk and try out at the 1999 WoodenBoat Show. The most energetic participants had to be the 60 families signed up to build themselves boats in the family boatbuilding event. They did have a big tent for shade this year, but surely nobody sweated harder than these folks did, they all launched their boats, in varying stages of completion, at noon on Sunday.

My unofficial count of exhibitors who could be considered professional boatbuilders came to about 32. This included a few boatyards which did building or restorations to order, but not those just offering yacht services, nor did I count the boatbuilding schools. A breakdown regionally revealed 15 from the mid-Atlantic region, 11 from the northeast, including one Canadian, and the scattered remainder from Alabama, Florida, Michigan and Wisconsin.

In all about 140 exhibitors were there, providing a wide selection of stuff related in some way to wooden boats. I was interested to note a growing number of exhibitors, seven offering power tools in particular, hustling up the crowd with their microphones and action demonstrations. These demonstrators went on

Meadowbird

The first boat in the water I set eyes on when I embarked on my first tour around the show was Gary Clements' Meadowbird, moored to a float away from the immediate dock providing the perspective shown in the photo. I felt a rush of nostalgia for my earlier days in this small boats game, back in the late '70s when I was enchanted by such classic little sailboats, the sort that pulled me deeper into this part of my life. The 18' Meadowbird is an enlarged and revised version of Sam Rabl's Titmouse from his classic 1950 book, *Boatbuilding in Your Own Backyard*. Carl Stambaugh of Chesapeake Marine Design, who offers his Windward Design collection, did the revised design, Gary built this one in 1500 hours.

The centerboard trunk has been eliminated with a shallow keel/centerboard, a bowsprit and larger jib has been added, the cabin house roof raises for headroom in fair weather, and the cockpit is self bailing. The hull is strip planked epoxy glued. Gary offers prospects home builder plans, a frame kit that was also on display, and completely boats built to order.

GFC Boats, 490 Hagan Rd., Cape May Courthouse, NJ 08210, (609) 861-2171.

apparently unaware of their impact on quieter neighboring exhibitors. It did seem that most tool exhibits were concentrated in a single "noisy" tent, but we had a couple in ours, and every time the salesman picked up that screaming high rpm little woodworking device we braced.

A number of individual wooden yachts were present, a few for sale, most just being displayed by their owners. I counted up 28 in all, most were sail but a few were elegant old time powerboats.

What else? My rough count came up with the following numbers: Books and publications 10, decorative stuff 9, finishes 8, model boats 7, museums and schools 6, hardware 5, plans and kits 5, antique tools 3, boatyards 3, glues 3, owner associations 3, clothing 2, insurance 2, rowing gear 2, antiques 1, boat dealers 1, spars 1, wood 1. All this by way of illustrating what you get to see at the Wooden boat Show.

The Sunday noon launching of the family built boats was the dramatic climax of the show, it took a while to get all the boats onto the waterfront boardwalk into position for the mass launching, but the entire crowd on hand at that time lined the waterfront and it was indeed, as show organizer Valerie LaFrance reported last year, an emotional moment. It appears that *WoodenBoat's* Carl Cramer has hit on something that really has value to replace the tired quick and dirty boatbuilding contests of yore.

In 2000, the *WoodenBoat* Show returns to Mystic Seaport in Mystic, Connecticut, where it will continue to appear thereafter every even year into the new century (millennium). On the odd years the Show will go on the road again, and Valerie is looking for a suitable location in the Great Lakes region for 2001.

And now on to the pictures.

Van Gilder Boatbuilding

An award for aplomb in the face of public embarrassment would have to go to Thaddeus J. Van Gilder, the young man pictured bailing water from his 17'9" New Haven sharpie on display on the water right by the main access to the boardwalk along the waterfront. Hard to miss. On the trailer trip over to St. Michaels from Pennsylvania, the boat had dried out a lot in the heat and wind, and was pretty much awash until Sunday when ongoing efforts at caulking the leaks, and the swelling of the bottom planks, eventually stemmed the flow. Throughout what would have been an ordeal for any hopeful young boatbuilder, Thaddeus maintained an apparent sunny good humor.

Thaddeus stated in his pamphlet that this was "a variation on an English canoe lug yawl, a New Haven sharpie hull with a canvas on pine deck, planked in eastern white pine (*p. strobus*) with African mahogany side frames. The bottom is hand-peened riveted with copper rivets, double planked, bedded in pine tar. Floorboards are iroko, floors, coamings, rudder and centerboard are purple heart." The purple heart was indeed purple and aroused much comment from onlookers.

Van Gilder Boatbuilding, P.O. Box 1426, N. Wales, PA 19454



Windward Designs

Karl Stambaugh, who did the Meadowbird redesign of Sam Rabl's Titmouse, offers a collection of stock designs for his skiffs and sailboats. One of his skiffs was moored across the dock from the Meadowbird, displaying the graceful lines that characterize his work. Carl has a new book just out on his skiffs, published by Stan Grayson's Devereux Books of Marblehead, Massachusetts. We will have a review of it this fall from Tim Weaver.

Chesapeake Marine Design, Inc., 794 Creek View Rd., Severna Park, MD 21146, (410) 544-9553.





Canoes, Canoes...

This row of canoes along the path includes both old and new. In the foreground to the left are three old originals displayed by the Ross Brothers, antique dealers from Florence, Massachusetts. Beyond them stretching into the distance, I counted ten new canoes, displayed by American Traders of Greenfield, Massachusetts. American Traders is a marketing business, their canoes, strippers and wood/canvas, are built by a number of small builders, many from Canada. They are "dedicated to the preservation of the wooden canoe and the fine art of building canoes".

This preservation hinges on selling the products, something most builders do not do very well. Judging from the American Traders effort at the show, preservation should be assured, their display not only included the lineup pictured, but to the right out of the photo, they had a full inside display in the tent, opened out so they occupied both sides of the path. Along with the canoes, they had wanigans, paddles, hats, and canoe inspired furniture, such as the canoe coffee table shown. Unceasing attention was paid to everyone stopping to look by the family members who operate the business.



The Ross Brothers also offered a lot of nautical antiques, but their big canoes were the main thing, albeit sitting inside of one was a newly-built 1/4 scale "salesman's model". I have to avoid lingering too long amongst all their antiquities, I'm a sucker for all the old time gear.

American Traders, 627 Barton Rd., Greenfield, MA 01301, (413) 773-9220.

Ross Brothers, 28 N. Maple St., Florence, MA 01060, (413) 586-3875.



Flyfisher

The 16'11-3/4" x 4'2" lapstrake rowing boat pictured at right, designed and built by Jim Wagner of Woolford, Maryland, caught the eye, outstandingly elegant in light green topsides, dark green outwales, white interior and varnished thwarts, transom and inwales. This is a spacious pulling boat indeed, with a name implying its utility as a fishing platform. No less than ten lapstrake planks per side, cedar centerline framing, Spanish cedar knees and breasthook. Traditional to the core, but glued with epoxy. Yep. No other way to keep a lapstrake boat on a trailer. At 117 pounds, "easily beached by man and child", according to Wagner's brochure.

Wagner Marine LLC, 1516 Deep Point Rd., Woolford, MD 21677, (410) 228-6836.

Traditional Lawton Tender

Kent Tomaselli came pretty close to having on display a traditionally built wooden boat, I thought when I saw his lovely Lawton tender. The classic little round bottom craft was lapstrake planked, fastened with over 2,000 copper rivets. It gleamed in its bright finish. Admiring it, I did not suspect its only non-traditional feature, the planks are plywood.

No newcomer to building, Kent's worked around boats for 30 years, including five spent in Sweden. The quality of his work is superb, he builds custom boats "combining traditional techniques with modern materials". Hence plywood.

Kent Tomaselli, Boatbuilder, 31 Dogwood Ln., Hampstead, NC 28443, (910) 270-5368.

Rose Bay Skiffs

The RS136 Rose Bay skiff built by Jim Sauers was not named thusly by someone from today's automobile industry, it stands for its LOA of 13'6". The boat is a result of Jim's desire to design and build a boat for himself, which turned out so well that those close to him urged him to get into the boatbuilding business. So here he was with his wife Carla at their very first boat show. The skiff is built of cypress, mahogany and white oak, silicon bronze fastened, West System epoxy saturated, with lapstrake sides and cross planked decking using biscuits. The 62sf gunter rig is on an 11' mast, the centerboard down draft is 28", and the all-in weight comes to 275 pounds.

The Sauers continue to support themselves with their barbershop business, and Rose Bay Skiffs is thus a subsidiary of the Clip Joint, Inc., P.O. Box 238464, Allendale, FL 32123, (904) 767-4888.



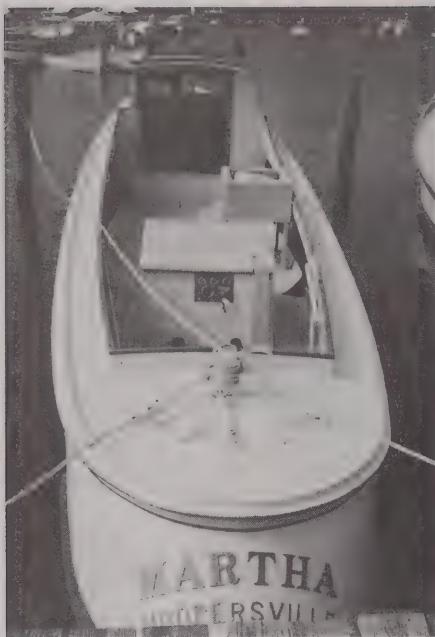
Hans Pedersen's St. Lawrence Skiff,

When I arrived at the Pedersen display and saw this gorgeous St. Lawrence Skiff, optimism again surfaced that I had found a traditionally built boat at last. Wrong yet again, this one was built of lauan ply epoxy glued laps. Another trailer boat. Pedersen's main focus was nearby in the water, a Jersey Sea

Skiff, 25' x 10' x 2.5' designed by Ivan Pedersen and built by the family firm, one of the oldest New Jersey Sea Skiff builders. The asking price for that one was \$50,000.

Hans Pedersen & Sons, 165 W. Front St., Keyport, NJ 07735, (732) 264-0971.





Indigenous Watercraft

Chesapeake Bay workboats present a unique appearance with their long open work areas aft and tiny pilothouses right up in the bows. The Chesapeake Bay Maritime Museum has, of course, many examples of such workboats in many variations. One in the water which caught my eye was *Martha*, homeported once upon a time in Hoopersville. *Martha* is a draketail, also known as a dovetail or a fantail, a stern design which appeared about the time inboard engines came into use, derived from the early racing powerboat era. These boats were known as Hooper Island launches after the island where they originated. *Martha* was built in 1934 for about \$350 and was named by her owner for his daughter. I wonder if *Martha* is still out there somewhere?

For sale was *Beaubassin*, a 25' crabbing skiff built in 1962, originally named *Tomcat II* and used for commercial crabbing until a poor season in 1998 led to her sale. She was reconditioned in 1999 as a launch and non-commercial crabbing skiff by Edward Martin of Martin Boatworks, Easton, MD. She is powered by an 18hp diesel.



2 Daughters Caledonia Yawl

Geoff Kerr's Caledonia yawl, an Iain Oughtred design, looked to me like maybe it would be the one to qualify as a traditionally built wooden boat as my search went on. But, no, her glued lapstrake plywood construction slipped over into modern times techniques. But Geoff did a great job of making her look traditionally built while providing the all impor-

tant low maintenance, watertight lapstrake construction today's users need for trailerboating.

Geoff says that the 19'6" by 6'2" yawl is "my own favorite boat. It sails well with a crowd aboard or singlehanded, loaded for a picnic or a week's camping expedition. She'll go to windward in a foot of water or shoot a tide rip with aplomb. The boat makes a great swim platform, beaches like a dream and will outsail many production boats her size. The simple low tech rig is incredibly powerful and efficient, easy to learn and lovely to sail. It takes about ten minutes to rig and launch the boat."

The "you never know" aspect of exhibiting in a boat show arose for Geoff when a young man planning to relive his great grandfather's trip down Alaska's Yukon River during the Alaskan gold rush era (he has the original log of the trip) gave some serious attention to Geoff's boat as a possible choice for his adventure.

Geoff learned his trade well, working for many years at the Alexandria Seaport Foundation in Virginia. When he moved to the west coast of New England on Lake Champlain in Vermont, he set up shop on his own, acknowledging the need to succeed by naming his business "2 Daughters Boatworks".

2 Daughters Boatworks, 2211 Vermont Rt. 128, Westford, VT 05494, (802) 849-6579.



Oldest Racing Fleet

The sign hanging from the rigging of this Pert Lowell Company 17' Town Class sloop announces that it is one from the "Oldest Racing Fleet in Marblehead, Town Class 1936-1999". Well now, someone might have asked, "is that Marblehead around here somewhere?" Nope. The Townie was one of the few boats brought to the show from New England this year. Its lines were developed by Pert Lowell back in the '30s from the Swampscott dory, in response to a commission from the wealthy yachtsmen of Marblehead, Massachusetts, to design and build a small affordable one-design racing class sailboat for the "townies", the non-yachting working folks of the community, to try to foster interest amongst them in what the well-to-do folks in the big yacht clubs were up to.

It caught on, in the '50's over 100 were racing weekly. Fiberglass came in and the Townie presence declined, Pert adapted with a fiberglass version, and ultimately over 2,000 wooden and 200 fiberglass Townies were built. Today Pert's son-in-law, Ralph Johnson, con-



tinues to build Townies in either material to order. And a few dozen of the boats still race every summer in several locations in eastern Massachusetts, including the main fleet still active in Marblehead.

This Townie qualified as being tradition-

ally built for sure, but since it wasn't a new boat offered for sale, but a privately owned loaner for display, I reluctantly disqualified it from my search.

Pert Lowell Company, Lanes End, Newbury, MA 01951, (978) 465-7409.

Daylily Electric

Clyde Wisner brought his Daylily, the second of Phil Bolger's Lily electric launch design to be built (first was the prototype featured in our December 1, 1996 issue). Clyde had her moored near shore power for keeping those batteries charged up. Promoted as "very pleasant motoring around harbors..." Daylily was doing just that on the crowded St. Michaels waterfront. The design was offered by Bolger as a "practical electric launch", meaning that with her multiple large deep cycle batteries (with individual chargers for each), and a powerful motor, she could cruise for a whole day if desired and yet recharge swiftly overnight. Daylily, at 15'8" x 4'5" comfortably seats four for such low key touring afloat.

Clyde Wisner, 1687 Garrett Rd., Manchester, MD 21102, (410) 239-3115.

Most Traditionally Built

Thad Danielson of Redd's Pond Boatworks in Marblehead, Massachusetts continues to bring to the boat shows the most traditionally built small boats to be found, he builds with hand tools of real wood, uses stuff like coal tar for sealing, hemp lines, cotton canvas. My search for a traditionally built wooden boat could easily have started and ended with Thad, but I was really looking for someone else who would be displaying one newly built. I did find a couple, as you will have noted, but my, oh, my, what has happened to that old *WoodenBoat* mystique of the '70s? Facing reality today, *WoodenBoat* now finds "composite" boats acceptable, as long as the fiber in the resin is wood fiber.

Redd's Pond Boatworks, 1 Norman St., Marblehead, MA 01945, (781) 631-3443.

And How Did YOU Get to the Show?

What have we here lurking in the reeds just beyond the Museum waterfront? Two windsurfers? No, two windsurfer rigs on Bob Austin's unique open daysailer (see January 15, 1998 cover if you have that issue). Bob sailed his boat up and across the bay from down around Norfolk, Virginia to attend, a five day adventure that included one really blowing day that kept him busy.





Two Havens

Two of the Joel White's Haven 12-1/2 versions of the Herreshoff 12-1/2, both built by amateur builders, were offered for sale, conveniently adjacent to one another permitting close comparisons. Any serious prospect would want to do close comparisons for both were priced at \$24,000.

A broker, Yacht View Brokerage of Annapolis, Maryland, displayed a brand new

boat, built in 1998 by Ron Fortucci of Easton, Maryland, and never sailed. This one was traditionally constructed all the way, cedar planks on white oak frames, oak coaming, transom and trim, gaff rigged. Yes, a traditionally built wooden boat, but not displayed by a professional builder. YachtView Brokerage, P.O. Box 4183, Annapolis, MD 21403, (800) 549-2663.

The second Haven was offered by owner/

builder Scott Hershey of Dillsburg, Pennsylvania, who built the boat over two years in '92-'94. Scott chose glued strip planking for the hull, thus dropping just out of the traditionally built category. Now five years old, the boat had been refurbished for sale, "newly varnished and in excellent condition". Scott Hershey, 122 W. Ridge Rd., Dillsburg, PA 17019, (717) 432-9303.

All Bright

An all bright boat surely is a knockout to look at, perhaps obscuring with its brilliance the matter of upkeep of so many square feet of varnish. This 21' Nimphius "Cape Cod Sloop" was offered by a private owner for \$14,000. It was built in 1978, measures 21' loa x 17.5' lwl x 7.5' beam x 1.5' draft, of western white cedar on oak with teak and mahogany on sheerstrakes, coamings and cuddy, all sealed with WEST System epoxy. Somewhat offsetting with all this brightwork were the aluminum spars.



The Cannon Man

Amongst all the peripheral exhibitors, Dan Bauer's Marblehead Cannons wins the uniqueness award in my opinion. Through a series of circumstances, Dan got involved in making a cannon, and went on to set up in the naval signal cannon business, with advice and guidance from Marblehead's cannon master, Bill Hawkes, who, interestingly enough, is neighbor to Thad Danielson on the shores of Redd' Pond. Dan didn't lack for attention at his booth, seems like a lot of people found a display of gleaming brass cannons irresistible.

Marblehead Cannons, P.O. Box 318, W. Boxford, MA 01885, (978) 352-9921.



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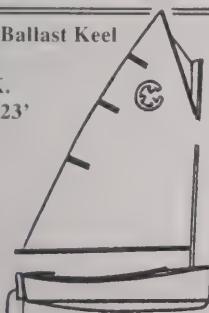
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Model Boating

There's more to model boating than one not involved might envision, and the presence at the show of several different aspects of this preference for the scaled down form of wooden boats illustrated this.

The two most prominent and active aspects were the radio controlled models exhibited and demonstrated on the water by members of the U.S. Vintage Model Yacht Group, and the basic little craft built in the kids boatbuilding program.

Several commercial model boat builders exhibited their handiwork in a static fashion in the tents, and some half models rounded out this presence.

Interlux Childrens' Boatbuilding & Seaworthy Small Ships

Interlux Yacht Finishes sponsored a children's boatbuilding area where the kids assembled basic precut hulls and simple cloth sails. With George and Marla Surgent's Seaworthy Small Ships sailing pond already set up nearby, Interlux did not need to provide their own pond, the kids headed for the Surgent's pond and soon discovered that their little boats did not sail, but that the inexpensive kits the Surgents sell sailed rather nicely. And so, many soon lined up at the Seaworthy Small Ships tent to upgrade their boatbuilding efforts into something that not only looked sort of like a boat but also sailed sort of like a boat.

Seaworthy Small Ships, Inc., P.O. Box 2863, Prince Frederick, MD 216520, (410) 778-6461.

U.S. Vintage Model Yacht Group

Radio control model yacht racing seems to have widespread appeal, and within this somewhat technically oriented game, the U.S. Vintage Model Yacht Group has specialized in encouraging the building and sailing of replicas of traditional designs. While RC is dominant, they do also have members devoted to the old way of free sailing pond models.

While some members were active down on the waterfront sailing their models to the delight of onlookers (it is fascinating to watch these models sail back and forth) the tent display ashore featured out front, calling attention to the group's billboard and sailing schedule, this large, detailed reproduction of a skipjack. Obviously an appropriate choice.

U.S. Vintage Model Yacht Group, 78 E. Orchard St., Marblehead, MA 01945, (781) 631-4203.



Into Things

John Into tells us his name inspires him to be into things, model boats being one major interest. John's been building models of boats, planes and cars for 30 years, professionally for the past five. He does all his own research and makes his own plans, his models are scratch built to any level of detail desired, of any boat a prospect wishes to have modeled.

Into Things LLC, P.O. Box 54, Wittman, MD 21676, (410) 745-5954.



Boats at Work

Steve Rogers is a marine artist as well as a ship model builder and his Bay Built Ship Models are creatively built as well used looking working watercraft indigenous to the

Chesapeake and the east coast. The oyster tonger pictured is typical, very appealing to the realists amongst us.

Bay Built Ship Models, 328 W. Market St., Lewes, DE 19958, (302) 645-9030.



Build Your Own High Performance Models

Dumas Products displayed some really elegant mahogany speedboat models built from the kits they offer. These are not static models, they come with electric motors and running hardware adaptable for radio control. The models on display were eyecatchers encouraging a look into their 24 page catalogue (4 pages are of model planes), where I found a tugboat, naval vessels, a Mississippi River paddlewheeler, several one design racing sailboats, an iceboat, and ocean racing powerboats, up to the high end 38" gas powered Scarab at \$1095.

Dumas Products, Inc., 909 E. 17th St., Tucson, AZ 85719, (800) 458-2828.



Carl Cramer leads the parade to the waterfront. Maybe next year at Mystic a marching band?



Teamwork turning over a Bevins Skiff, not a lightweight boat.

The waterfront came alive with newly built boats as the families undertook to see how well their handiwork performed.



Family Boatbuilding

The overwhelmingly successful debut of the Family Boatbuilding concept at the 1998 WoodenBoat Show was reaffirmed this year with about 60 families hard at work Friday through Sunday noon building their choice of two small boats; Karl Stambaugh's Weekend Dinghy or Joe Youcha's Bevins skiff. These are real boats, boats that could be finished off at home and enjoyed on the water thereafter.

At noon on Sunday, *WoodenBoat* publisher Carl Cramer led the parade of finished (far enough to float) boats carried by their builders through the Show grounds to the waterfront boardwalk where they were lined up side by side in preparation for the mass launching. After a brief ceremony recognizing the significance and rewards of this concept, over they went into the knee deep shallows.

I connected with one family (see opposite page), who happened to be faithful readers of this magazine and photographed their successful building of the Weekend Dinghy, and its first sea trial. Reynold and Nancy Thomas of Vienna, Virginia, our readers, persuaded daughter Melissa Froede and her husband Ron, with their two sons Michael and Scott, to enter the event. The younger generations built the boat while the instigator of it all, Reynold, indulged himself in overseeing progress.

Joe Youcha applauds the achievements of his "students". Joe oversaw the whole project, keeping everyone going over the difficult spots. He was very pleased with the results. Joe's made his boatbuilding program at the Alexandria Seaport Foundation in Alexandria, Virginia, a major success in attracting troubled inner city youth into it as an opportunity for some badly needed focus in their lives. Joe designed the 12' Bevins Skiff, which was the more complex of the two designs chosen for building by the family boatbuilders.



One Family's Boatbuilding Adventure

The extended family of Reynold and Nancy Thomas, from left: Reynold and Nancy with their grandson Scott, daughter Melissa, grandson Michael and son-in-law Ron Froede. Their Weekend Dinghy is ready to launch.



Heading along the boardwalk to the launch site.



Over she goes.



All aboard.

Underway. Nice boat!





A business trip to London allowed me to attend the Boats '99 boatshow in England this spring. Boats '99 was held in a wildlife sanctuary about an hour train ride up the Thames from London. The advertisements for the show indicated that the wildlife preserve where the show was held was about a mile from the train station and it was. However the show itself was another two miles into the sanctuary. It was a pleasant walk along the Thames and I

Below: Chippendale's display of kit boats. In addition to the pram, Chippendale makes kits for a wherry in two lengths called the Sprite. A builder on the west coast offers similar kits but is apparently not associated with Chippendales.



Boats '99 A Traditional British Boatshow

By John Trussell

was encouraged by the steady passing of a number of interesting boats.

The show wrapped around a pond and featured a large number of boats, purveyors of gear, and a few historical exhibits. In general, the boats were traditional with an emphasis on seaworthiness and comfort rather than speed and upwind performance. A Melon Seed or Marshall catboat would have fit in; a J-24 or Melges would not.

I spent several pleasant minutes talking to an employee of Daveys. Daveys makes and sells all kinds of wonderful bronze fittings, lamps, wooden blocks, and wooden cleats. Unfortunately, they do not have a U.S. distributor and freight on individual orders is probably prohibitive.

The original ocean crossing Wayfarer, the *Wanderer*, was on display, with Margaret Dye in attendance. I actually got to exchange a few words with this legendary lady and then moved on to other exhibits.

As I was walking back to the train station, I passed a launch tied up to the bank. Three couples were enjoying lunch on board. The ladies were dressed in summer dresses; the gentlemen wore blazers and ties (one even wore a straw boater). Their table was set with linen, silver, china and crystal. It was apparent that the luncheon included three kinds of wine. Martha Stewart would have been impressed. I was impressed. Lunch on my boat usually consists of a sandwich in a zip lock bag, a can of some beverage, and a paper napkin. I found a great deal to like and admire at the show, but I was very glad to get home and resume my style of boating.

A steam powered canoe... only in England!





On the dock, two large models and the steam powered launch *Elider*; in the background, a sailing canoe and a Western Skiff.



Closer view of the canoe.

The Western Skiff (kits are available from *Classic Boats*).



Right from the top: Peter Freebody's display. The *Grace E.* is an electric twin screw launch. All the glass in the house is beveled—typical of the attention to detail in these boats. A Thames skiff. A closer view of the steam powered *Elider*. A small Dutch boat showing lots of decoration and gold leaf.





A cruising dinghy. It looks traditional, but it is fiberglass. Overnight accommodations are Spartan.



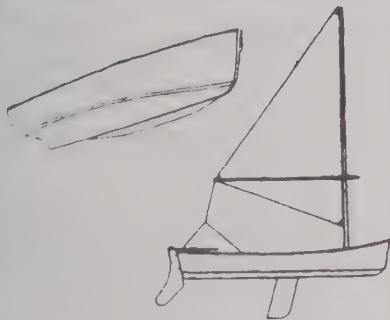
Left from the top: One of Frank Schofield's Caledonia yawls (plans are available from *Wooden Boat*). Conrad Natzio's Oystercatcher rigged as a schooner. Mr. Natzio advertises in *MAIB*, but he was not around his exhibit when I was there and I did not get a chance to talk to him. A fiberglass day boat. Captain Flint was an uncle in the *Swallows and Amazons* series of children's books.



Above: The ship that played the *Indefatigable* in the recent TV series on *Midshipman Hornblower*. This was on display in St. Katherines Basin near my hotel. Right from the top: Observed while walking along the Thames, a river launch and a narrow boat.



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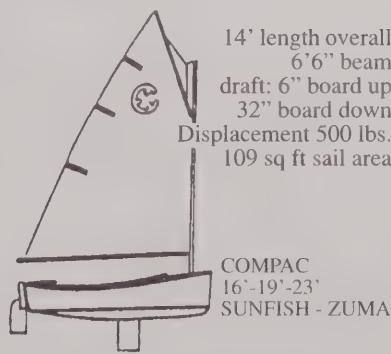
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I have been asked by many people whether the *Typhoon* proved as successful a boat as we had expected, and whether we would make any changes in her design if we were to build again for a similar cruise. The answers are: she did and we would. The fact that she made a phenomenal run across the Atlantic, and on her return passage weathered a storm which wrung the SOS from many a big ship, proves, I think, that *Typhoon* was a successful boat for deep sea cruising, as successful a one as we could have expected considering her many rather experimental features. There were, however, a number of things which might be improved.

Let's start with the rig. While my experience with the schooner for long passages at sea is meager, I feel that the ketch rig for a short-handed vessel of this size is as good or possibly better than any other. The sloop rig with its mast well forward is out of the question, although the cutter with the mast stepped farther aft has the advantage over a two-sticker of a less divided sail plan, and consequently might be faster for the same area. With the mast say two-fifths the distance from the bow, the cutter-rigged craft will lie-to under her forestaysail or under a trisail but, of course, the combinations of sail are limited compared to a two-sticker, and the labor of handling the larger mainsail is greater.

The yawl, with its small mizzen and boomkin extending over the stern, possibly has a slight advantage over the ketch in the matter of speed because of its larger mainsail, but the mizzen, while a convenient sail to aid in steering or under which to lie to a sea anchor, or at a mooring, is too small to be of any actual good when sailing with the mainsail doused and the fact that it extends far over the stern is an obvious disadvantage.

The schooner is the typical American rig and needs no other recommendation than its popularity on the Grand Banks to prove its efficiency on sea-going craft at least of any considerable size. The schooner-rigged vessel lies-to nicely under the foresail alone, which on a modern craft is smaller than the mizzen of a ketch, and sails well under headsail and mainsail, but the long main boom is likely to be a nuisance when running before the wind and when it is necessary to reef. In considering the success of the schooners on the Banks, it is well to remember that they carry a fishing crew of twenty-odd men.

The ketch rig with the mainsail in the middle of the boat has most of the advantages of a schooner and, I believe, some additional ones. The mainsail is smaller in proportion than that of the schooner, with a shorter main boom which gives less trouble when running before the wind and makes the job of reefing easier. Two men, or in fact one man kneeling on the cabin roof, can reef the mainsail of a ketch without interfering with the man at the wheel, while the boat is kept jogging along under jib and mizzen. Under mainsail alone, a properly designed ketch will balance perfectly and the area of her mizzen, which is greater than that of a yawl, makes possible a decent speed under jib and mizzen with the mainsail doused.

One difficulty with the ketch rig is that of properly securing the mizzen, it being impossible, except with a jib-headed mainsail, to tie the two sticks together as on a schooner. If we were designing another *Typhoon*, I think we should use a leg-o-mutton main and mizzen

that would permit us to carry any of our regular sail we used the full jib. We reefed it only once or twice.

There was a great deal of discussion pro and con, mostly con, regarding *Typhoon*'s hollow waterlines forward, and her broad stern. These features were not nearly so bad as had been predicted and caused us no trouble when running before the wind, which it was claimed would be their worst point of sailing. However, I believe that *Typhoon* could have been considerably fuller forward without materially cutting down her speed. Such a hull as *Typhoon*'s would be better suited to the schooner rig with the mainmast at the point of greater power instead of at the V-shaped section. In a ketch where the big stick is forward there should be plenty of "bearing" at this point. But the principal reason for filling her out would be to gain room inside. *Typhoon* was so fine forward that there was but little room in her fo'c'sle. Had her sections been fuller, we could have had as much accommodation on a 40' overall length as we had on 45'.

The stern gave us no trouble whatsoever, but I think it was broader than necessary. To be sure, it gave us long running lines when heeled, but in a boat of this kind, with a maximum speed of say 9 knots, this feature is not really of such great importance. Many a double-ender of the same length could sail nearly if not actually as fast and, while I have never been an advocate of the double-ended model, it has many advantages. The deck space, of course, with the pointed stern, is cut down somewhat, but there is a great gain in depth at the stern, which is an advantage where an auxiliary motor is installed.

If we were redesigning *Typhoon*, I think we should give her more deadrise aft and either a square stern with the rudder hung outboard or else a counter with a short overhang, just enough to permit the use of a screw steering gear which is a great advantage on a cruising boat. The Englishmen are strong for the tiller and there is no question of its advantage on a racing boat, but for long passages the screw type steering gear is not only easier on the helmsman but permits him to leave the wheel when the boat is balanced on her course, without securing it, which is necessary with a quadrant type steering wheel or with a tiller unless a "comb" is fitted.

Typhoon should have had more than 3000 pounds of lead on her keel. She was so heavily constructed that she could have stood all of her ballast outside without making her too quick a roller. The lead was sufficient to bring her up after her knockdown, but the great amount of inside ballast required to give her proper stiffness caused a dirty bilge without giving her quite as much stability as she should have had. Her mid ship section, I think, is about right. It shows plenty of deadrise and a pronounced though not a hard turn at the bilge. The additional stiffness could be obtained by putting a greater percentage of the ballast outside rather than by hardening the bilge and giving her more stability of form.

The cockpit was larger than necessary. In leaving it open for the full width between the coamings, we felt that it would be possible to gain protection from the wind and sea by crouching in the lee of the coaming, and we had in mind also storage space for the waterbreakers. But the cockpit would have been more comfortable had we extended the deck inside the coamings as a seat, with merely

The Track of the *Typhoon*

By William Washburn Nutting



Afterthoughts

much like those of the bugeye. There is no question as to the efficiency of the leg-o-mutton sail, the only difficulty being the additional height of mast that it requires in order to get sufficient sail area, and the necessity of using a track instead of hoops for the mainsail if double headsails are used, with a forestay leading from the hounds.

The single jib proved perfectly satisfactory. On a few occasions it might have been convenient to be able to douse the jib and use the forestaysail alone, had we had double headsails, but the advantage of the simplified gear and the fact that the sail required no attention when coming about more than made up for this. The full length boom for the foot of the jib is not a bad feature, although it necessitates casting off the outhaul before the jib can be completely lowered and adjusting the loose lacing frequently to obtain the proper draft. I doubt whether we should use this feature again. I think it would be better to use a loose-footed jib or a shorter club even at the risk of tearing the jib in bad weather, which was the principal reason for adopting the full length boom.

Our sails were of 10-oz. duck, which is too light for such work. They should have been heavier and should have had the cloths running parallel to the leech instead of cross-cut. The cross-cut method gives a slightly better "setting" sail and allows it to be cut with a roach, but it is not nearly so strong, and when it lets go it is likely to tear from leech to luff, as we found off Fire Island. With the cloth running vertically, the reef points can be put at the seams and there is not nearly the danger of a serious tear that there is in the cross-cut sail even with the reef points reinforced. No matter which type of sail is used, it should have a bolt rope along the leech.

We did not use our square sail. Theoretically this is an excellent sail for running before the wind in heavy weather. The area of the sail is well up and there is no possibility of tripping its loose foot. However, it requires proper fittings and a jumper stay on which to raise it and consequently we never bothered with rigging it up. Our storm jib was provided with a wire rope in the luff so that in heavy weather it could be set flying to the eye in the stem head without the necessity of a forestay, but we didn't use this either. In fact, in weather

a foot-well. This would have given us a more comfortable place to lounge and additional storage space inside, and still would have allowed room for a couple of waterbreakers.

Furthermore, the cockpit was too deep and this feature, together with its breadth, made it necessary to keep the lee scupper plugged when heeled down to prevent the water coming in. Time and again we had the cockpit flooded to the tops of the gunwales, but there was never any danger from such a visitation, the large scuppers carrying the water off quickly and the bridge deck preventing it getting into the cabin to any extent.

When we laid out *Typhoon*'s interior, I was strong for keeping it open and undivided, but I think it would have been better to have had one separate sleeping compartment or main cabin forward and to have enclosed the engine and possibly the galley. There is no other way to keep the sleeping quarters clean and pleasant. Furthermore, in rough weather an occasional bulkhead is desirable. When you are skidding about on a slippery, rolling floor in sea boots, it is nice to be able to come up short against something before gaining inertia enough to break an arm.

In the matter of motors in general, and fuel oil motors in particular, we might say a great deal. The early prejudice that existed among sailormen against any kind of a motor has largely given place to a more tolerant attitude and a realization that power is a mighty valuable thing to have aboard a cruising boat. Whether the boat should be first of all, a sailboat with merely auxiliary power, a 50/50 outfit divided equally between sail and power, or a motor boat with auxiliary sails, is a question that can be decided only after thorough consideration of the sort of cruising for which the boat is intended.

In designing the *Typhoon*, we leaned to the first idea and I believe that for long passages at sea we were right. She could have had a larger motor and, in fact, we had planned to use a 2-cylinder model of the same type which would have given us 15 instead of 7-1/2 hp. The greater cruising radius possible with the smaller power was one argument in favor of it, but we have found, and I think Jack Kelley and others who have made long passages of the kind have found, that it is seldom that you want the motor for more than a few hours at a time, and that when you do want it you are likely to want it badly. Sufficient power to handle the boat in any condition of wind or tide is essential, but there is little need of going beyond that point.

Our experience with fuel oil was not by any means a pleasant one, but with proper isolation of the engine compartment this disadvantage might be overcome. And there was the argument of absolute safety. We could have used kerosene, as safe a fuel as fuel oil, and possibly we could have avoided much of our trouble had we used this fuel. Our oil cost 21¢ a gallon (Imperial) and there was little advantage, in the matter of cost, over kerosene.

Recently we installed a Buffalo two-cylinder 10-12 hp heavy-duty gasoline motor in *Typhoon*, and the results obtained from it were most satisfactory. It drove the heavy hull nearly 7 miles an hour, ran faultlessly all day long when necessary, and consumed astonishingly little fuel. I think this general type and size of motor well nigh ideal for such a hull.

To the landsman, I imagine the matter of

navigation must seem as formidable as any problem in connection with a long ocean cruise, but while this should not be considered too lightly, there really is nothing about it beyond the reach of a person of ordinary intelligence.

My friend, John Kelley, who sailed the little schooner *Diablaesse* to England this summer, did so without the use of a chronometer. In fact, he took but two noon sights for latitude and neither of them was accurate. He followed closely the track of the steamships, and on several occasions obtained his position from them, picking up the Scilly Isles without difficulty and in good time. I had never worked up a longitude sight before leaving Baddeck, and while Baldwin had a casual knowledge of the subject, I don't think he ever had been called upon actually to find his position at sea.

We carried all the profound works on

navigation, including Lecky and Norrie, but when the weather actually permitted us to take a sight, I found Baldwin in the cabin with Henderson's little handbook in one hand, working out the problem. In the course of 10 or 15 minutes he said, making a pencil mark on the chart, "We're here." I wasn't in any position to question his conclusion and let it go at that.

A day or so later I took a sight and worked it up with the aid of Mr. Henderson, and the position obtained seemed to jibe fairly well with the dead reckoning from the Bliss log. And so we went from day to day, taking a noon sight for latitude and a morning or afternoon sight for longitude. We made no attempt at fancy navigation, sticking to the old Merchant Marine method that has taken many a ship around the world. It proved perfectly satisfactory in our case.

Remembering...



By Joanne S. Scott
Illustrations by David Scott

He found her in Cambridge
On the Eastern Shore
Up the Choptank River
Off Chesapeake Bay -
Forty-one feet of tradition.
Decks strewn with gear,
Dredges that lay
In a tangled mass
Of rope and chain,
Dirty, greasy after years
Of oystering on the Bay.

Her cabin and topsides
Were encrusted with layer
Upon layer of white paint,

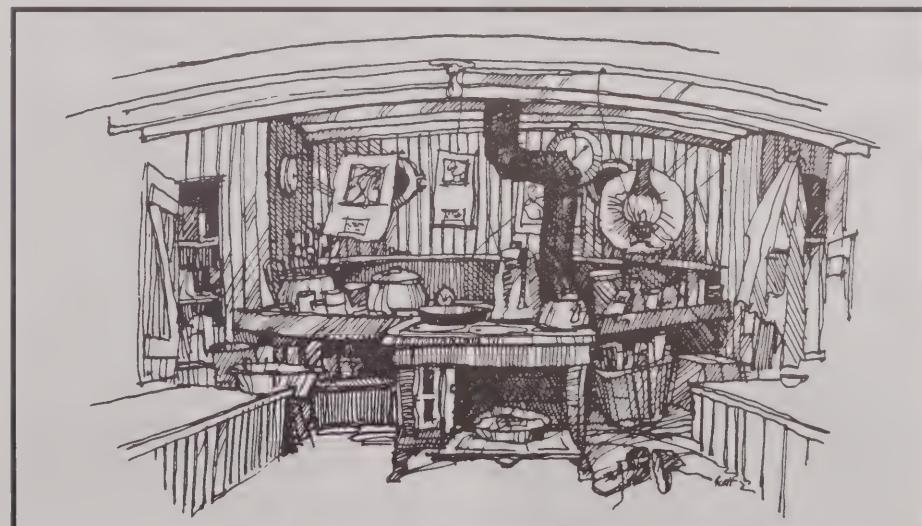
Skipjack

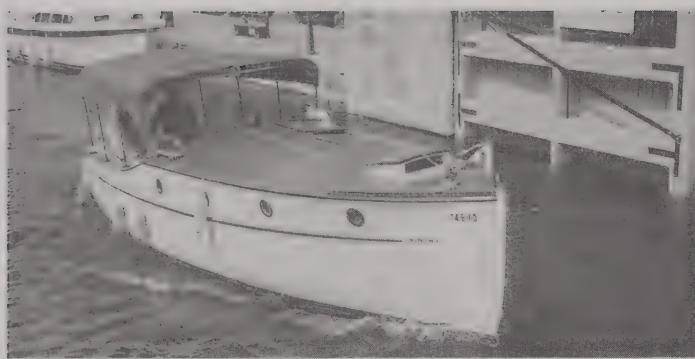
Culling boards amidship,
A few oysters scattered
Across the broad deck.
The donkey engine, used
To haul dredges, was
In a shack forward
Of the main cabin.
The yawl boat hung
In davits off the stern.

She had a wheel to steer,
A huge barn door rudder,
Tarred raked mast

Stretching into the sky,
Long bowsprit off a clipper bow,
Enormous triangular mainsail.
With row after row of reefpoints
For heavy weather. Self-tending jib,
Heavy canvas sails,
Scroll boards carved
REW BROTHERS.

Below in the main cabin
Bunks along the sides,
With a chunk stove for cooking, heat,
Pinup girls and old soup cans,
A grubby grocery list, a shoe,
Old rags and magazines.
And she was all ours.





In 1998, for her 60th anniversary, *Winona* sported a new top on her way to an antique boat show on the Rideau Canal in Ontario, Canada.

It wasn't featured in glossy magazines, but it still managed to draw a crowd when it was launched. Today, 60 years after it first slipped into the water, it still draws attention and admiration.

While boaters run their hands and minds over the sleek fiberglass yachts being turned out of factories today, they do the same thing with *Winona*, marveling at her timeless qualities of simplicity and elegance.



Buster Higginson, son of *Winona*'s builder Gordon, relaxes while the boat is underway.

Jim Higginson, grandson of *Winona*'s builder, proudly displays the boat's license number on his car. The boat was the 10th one registered at Smiths Falls, Ontario, Canada (74E) when the Canadian government introduced licenses for boats.



Winona

By Mark King

Not bad for a boat that was hand-built from plans in a magazine, in a small shed in Hawkesbury, Ontario.

"Oh, it was a big secret. No one was allowed to go in that shed," says Gordon (Buster) Higginson, who now lives near the Kilmarnock Lock Station on the Rideau Canal.

"Of course we knew he was building a boat, and we used to sneak in sometimes and play in there."

More than 70 years ago, when he was a youngster, his father, Gordon, laid the keel for *Winona* in a backyard shed from a lines drawing he had lofted on a bedroom wall in the house.

The plans were from the January, February, March 1925 issue of *Motor Boating's Build Your Own Boat* publication. The designer was Frederick S. Nock.

"We still have a copy of the magazine around somewhere," Buster says, as he pores over family photos of the boat.

The project was to take 13 years until launch August 6, 1938, spanning one of the worst economic periods in history, and almost ran into the Second World War. During its construction, the Statute of Westminster was signed, the Dionne quintuplets were born, and Trans Canada Airlines began regular flights.

"The depression hit and Dad had to go to Newfoundland for a time to work in a mill in order to feed the family. But he never lost interest in the boat," explains Buster.

Gordon Higginson, Sr. was a boater from birth. The family always owned boats and spent pleasant summer days on the Ottawa River. He never owned a car.

He knew many of the people who plied the river, and one acquaintance in particular ran a large boat up and down the Ottawa. The boat was named *Winona*, and Gordon loved the name and the boat.

Like all boaters, he had a desire for something just a little bit bigger.

A mechanic at the giant mill in Hawkesbury, he was good working with his hands. "He could build anything," says Buster.

So it didn't surprise the family when he decided to devote his time to building a bigger boat.

"I think it was the size more than anything that caught everyone's attention on launch day," says Buster.

In those days, it was uncommon to own a 30' boat, especially a cabin cruiser. Launches of 20' were large boats.

The mill provided a lot of the material needed to build the boat, and Gordon made or adapted everything else.

"He did it all by hand," explains Buster. Some of the bigger jobs he took to a mill, but mostly he completed the project on his own time in the shed.

"It took him about a week to saw the 4" oak keel by hand," Buster explains.

Rock elm ribs were soaked in the stream behind the shed for a week before they were steamed in a handmade steamer and bent into place. "He could do one rib a day," says Buster. "The whole family was involved putting in 2,500 plugs that he had made."

The boat's first engine, a 1912 Apperson 4-cylinder Jack Rabbit, came from a car left in Hawkesbury by someone who fought in the First World War and never came home. "For \$15, Dad got the car and the engine."

Although everyone in Hawkesbury seemed to know that the boat was being built, no one save a few small children ever saw it being constructed, and there were no photographs taken.

The first public viewing took place just prior to launch, when the shed had to be opened up to move the boat.

That's a day still discussed by the Higginson family. Besides launching the boat, the porch of the Higginson's house was dismantled to allow the boat to pass by. It was some time before it was re-built, causing some consternation to other members of the family.

"None of us kids were at the launch," explains Buster.

The boat was slowly waggoned to the Calumet Ferry landing between Hawkesbury and L'Orignal with friends and neighbors walking alongside. She was slowly backed into the river and found her waterline to a great deal of applause.

In those days, Gordon was regularly making journeys along the Ottawa River and into the Rideau Canal, where the family would spend summer vacations.

Still in Buster's possession are old lockage tickets from the Rideau Canal. He has one from 1937. There is nothing in 1938, the year *Winona* was launched, but the tickets continue in 1939, which would have been *Winona*'s first major trip.

Boating in the 30s was a little bit different than boating today. Accommodations on board *Winona* are spartan to say the least. Two berths were made of old bedsprings and a small sink and head were installed.

"We cooked on a primus stove beside the boat each night," explains Buster.

Forget warm showers, air-conditioning, and wet bar.

Gordon took the boat onto the Trent Canal system and made many trips to Picton, Ontario, and the Bay of Quinte.

"There are a lot of pleasant memories," Buster says.

The family used the boat every year even as the children, including Buster, drifted from Hawkesbury to find work elsewhere.

In 1970, the former *Ottawa Journal* featured a story on Gordon, 87 years of age at the time and a widower, and noted the fact that he had come to the canal almost every year since 1908. He apparently only missed *Winona*'s launch year and a few years during the Second World War when gasoline was rationed.

In the story, Gordon notes that when he first began cruising the Rideau, navigation was by buildings, trees, and shoreline features, there were no aids to navigation, and the locks were open 24 hours each day.

Launch day, August 6, 1938. Gordon Higginson enlisted the help of curious neighbours and a hay wagon to slip the boat into the water of the Ottawa River near Canada's capital, Ottawa, Ontario.

That was Gordon's final journey on the boat he had built. That winter, instead of taking it back to Hawkesbury, it was laid up in Merrickville. He died in 1971, and the boat passed to Buster's hands.

"That was the only year the boat wasn't in the water," Buster recalls. By 1972, it was being used by Buster and his family on the Rideau Canal, complete with a newly installed 6-cylinder Ford engine.

By then, of course, a third generation of Higginsons was enjoying *Winona*.

"I remember my first trip on *Winona*," says Jim, a canal man on the Rideau, currently working at the Merrickville Lock Station. It was in 1962.

"Grandad and I left Hawkesbury late, heading for Ottawa and the Rideau Canal."

Some night navigation, when he was left on the wheel by himself, and a close encounter

with the Rockland Ferry, are blazed into his memory.

More than anyone else, Jim has had the privilege of examining his grandfather's work. Over the years he has spent a lot of time poring over *Winona* and working on her.

"We've sistered a few ribs and replaced the canvas deck," he explains. A few of the cedar planks have also been replaced.

"I'm amazed at how well built it is," he notes. "It is still sound."

Today *Winona* can be seen most of the time tied up at Merrickville or Kilmarnock. It enters the local boat shows and has won awards as the Most Historic Boat.

Jim, an intense history buff with family connections to the building of the Rideau Canal, has every intention of keeping *Winona*.

"I'm only in my forties. I plan to help celebrate its 100th birthday," he says.



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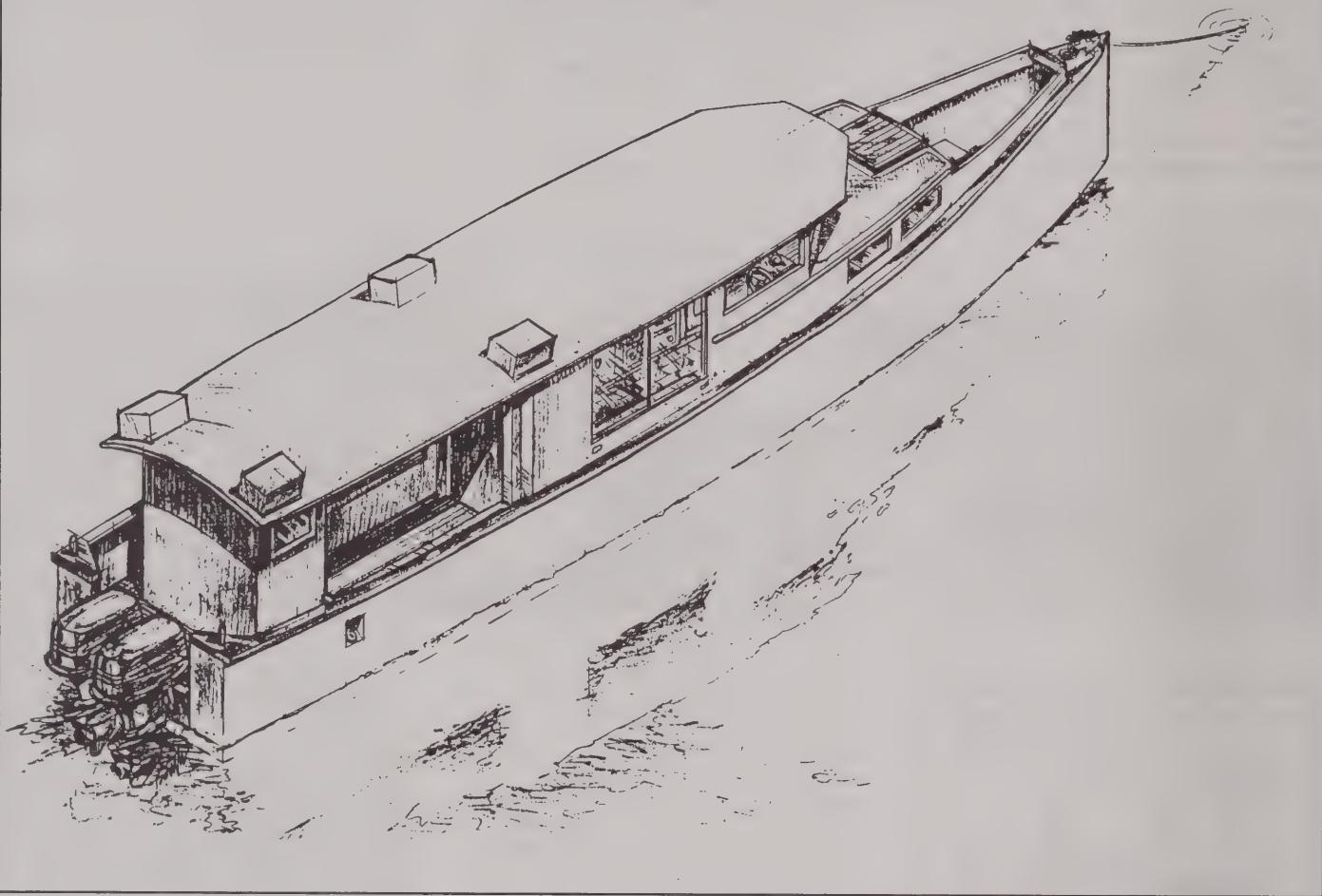
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This boat was designed primarily for river cruising, with speed enough to go upstream in quite fast water. The two 70 hp motors are excessive in power and weight, and call for a large fuel capacity. I thought that one of these motors would be adequate, or twin 50s at most, but the owner insisted on the 70s. I liked the concept and wanted to see it built, so I did not turn it down on that account, as I probably should have. The big motors would have driven her well up to 40 mph. If it happened that the centerboard was not lowered, and the boat was opened up to high speed and then a sharp turn attempted, she would probably trip herself and roll over on her side or beyond with a violent snap. It would be remarkable if arms if not necks were broken in such a scenario.

She has very little profile rocker in her bottom, mainly to reduce slapping at anchor, though it also made her a little faster in smooth

water. The comparatively straight bottom can lead to directional instability if it dives through waves, especially in a following sea, due to the eddy-making of the sharpie bow. It has not been a major problem in boats as narrow and fine-bowed as this one, at most they need alert steering in, for instance, a following sea, or when overtaking a vessel with a heavy quarter wave. It becomes a serious problem if a sharpie is designed with more breadth.

The bottom is completely clean for minimum surface friction. She is kept from skidding by the short and streamlined centerboard. Incidentally, in the time before motors, sailing sharpies used to use their centerboards as brakes and for "anchoring." All these ultra-shallow boats tend to wander around their anchors, and this board could be used to discourage that. In a fast power boat, high pressure can build up in the trunk and spurt out over the top of the trunk. The edges of the

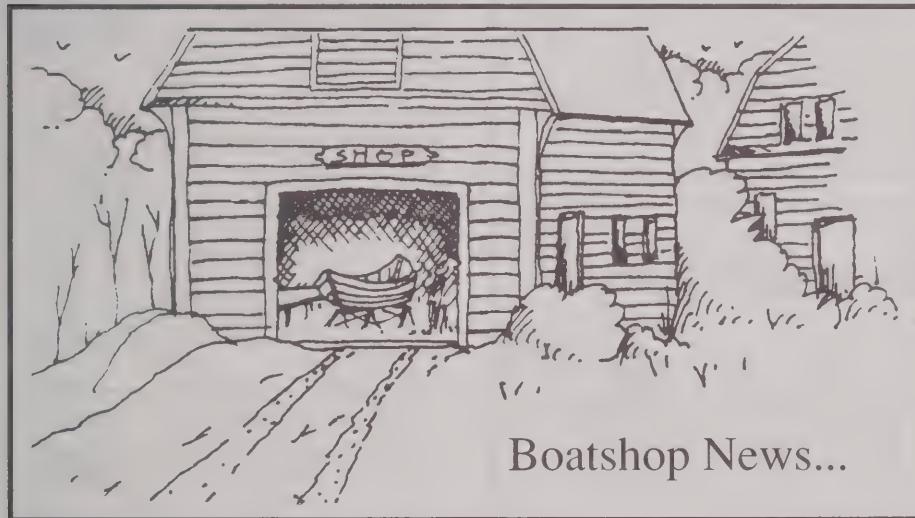
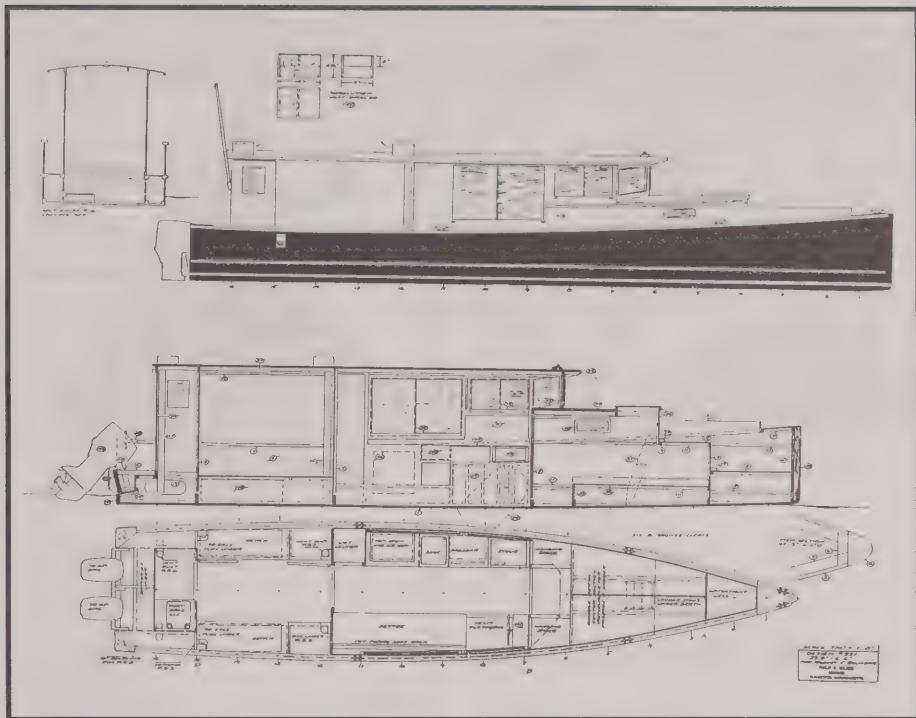
trunk opening can be faired in a way that eliminates or reduces the pressure, and this trunk is designed in such a way that the slot in the bottom is filled quite tightly by the board when it is dropped to the designed depth. All this may not be enough at the speed expected of this boat, so her trunk was designed without openings. The raising and lowering of the board is done with a lever working on the pivot bar, many sailing dinghies have a similar arrangement. The trouble with all this is that the board might not have been lowered, or the builder might know that motorboats don't have centerboards and not install it.

The layout is very pleasant, combining shelter and shade with a wide view, and with many options for various combinations of age and taste. The "outhouse" gets the toilet away from the rest of the accommodations and serves as a barrier for motor noise. The joinerwork forms longitudinal stiffening for

the bottom from end to end, another thing that ought not to be casually changed.

The owner and his builder saw that this design needed improvement. In due course, the owner sent me photos of a good-looking boat several feet longer than the plans called for, wider for its length, with a different sheer, a different deckhouse, no outhouse, and a single engine, and no centerboard, of course. The photos showed her afloat and at rest, so I don't know what kind of bottom they built. The owner assumed that I would want to publicize the design, but thought I should know that it had a tendency to yaw. He was annoyed when I congratulated him on his nice boat, but pointed out that I had no plans of it so could not comment on any problems it might have. This was an extreme case of a common phenomenon. People naturally like to be creative, but often don't see all the implications of the changes they make. Others assume that anything unfamiliar must be either a mistake, or unnecessary.

Verdict: A good boat given a more sensible power plant. Nowadays we would give her a thick shoe like those of the Clamskiffs. The shoe would give her enough lateral resistance to turn reliably at sensible speeds, would strengthen the bottom for beaching, and would soften her action somewhat in small waves. The centerboard would still be handy in slow speed maneuvering in windy and/or tight conditions.



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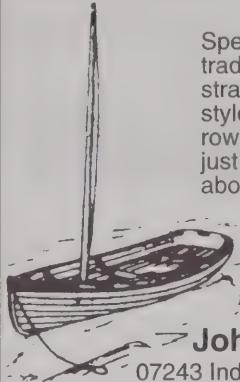
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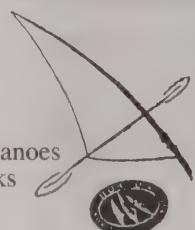
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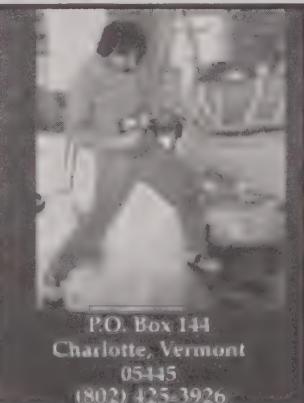
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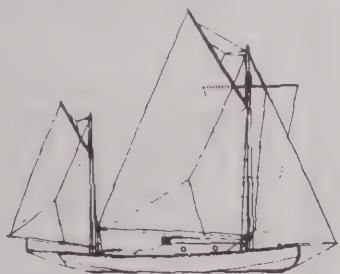
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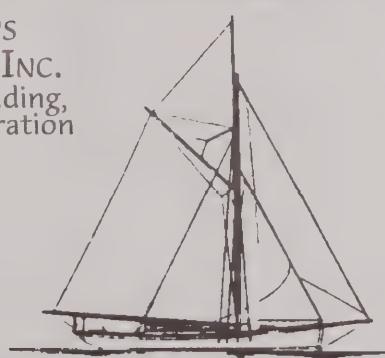
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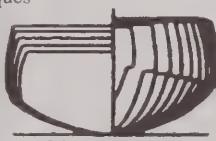
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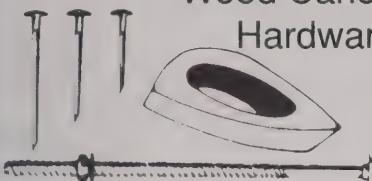
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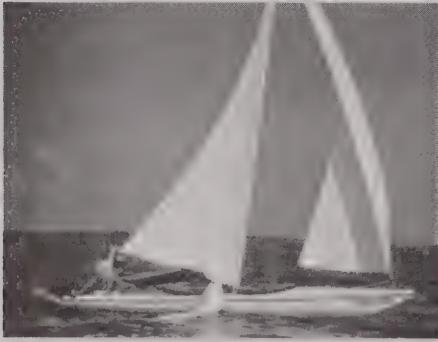
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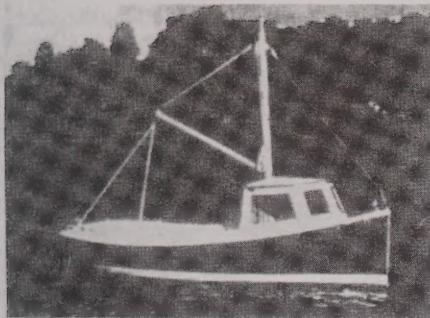
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Used Canoes: Mad River Independence, w/cover, looks new. \$745. **Old Town OTCA**, almost new. \$2,000. **Wood/Canvas**, restored. \$750. **Olympic Laser**, new '96. \$3,500. FERNALD'S, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (09)

BOATS WANTED

Catboat, 16'-18', trailerable, fixer-upper okay. JOHN LARRABEE, E. Orland, ME, (207) 469-2670. (08)

SAILS & RIGGING FOR SALE

Dagger Board, Mast Partners, Rudder, for Cape Cod Mark dinghy. \$50/BO. EUGENE TRAINOR, Scituate, MA, (781) 545-3734 aft 6pm or lv message. (08)

150 Genoa Jib, by Charles Ulmer (NYC), rarely used. 17-1/2 foot, 31-1/2' luff. \$125 + shipping. JOHN LARRABEE, E. Orland, ME, (207) 469-2670. (08)

Gaff Sail, foot 15'3", hoist 9'1", gaff 9'1", leech 23'1", diagonal 17'7". Made by Sidleman for sneakbox racing. No reef points. Exc. \$285. D. GRAY, Lancaster, PA, (717) 299-1176. (09)

Sailboard Rig, 14'8" alum mast, 9' boom, North sail, rainbow colors, clear window. From old AMF board. Luff 14'6", leech 14', foot 8'6". \$30. TIM COX, Natick, MA, (508) 655-2620. (09)

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STEVE WISEMAN, Boyne City, MI, (231) 582-0406, <swise@freeway.net/ (09)

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PETER FROHN, Westminster, MA, (978) 874-5431. (08)

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